

Memorandum

**TO: Members, Transportation Commission
Reema Griffith, Executive Director**

FROM: Paul Parker, Sr. Policy Analyst

RE: Climate Advisory Team/Transportation Working Group

DATE: May 21, 2007

The pace of response to climate change has accelerated in the last two months. Several pieces of legislation were enacted, including ESSB 6001, which implements Executive Order 07-02 and places in statute the greenhouse gas emissions reduction and clean energy economy goals for Washington State:

- By 2020, reduce in the state of Washington to 1990 levels, a reduction of 10 million metric tons below 2004 emissions;
- By 2035, reduce greenhouse gas emissions in the state of Washington to 25% below 1990 levels, a reduction of 30 million metric tons below 2004;
- By 2050, the state of Washington will do its part to reach global climate stabilization levels by reducing emissions to 50% below 1990 levels or 70% below our expected emissions that year, an absolute reduction in emissions of nearly 50 million metric tons below 2004.¹

In addition to the legislative action, the following events have been attended by Transportation Commission members and/or staff:

- May 4, the Seattle Chamber of Commerce sponsored “**Climate Change and Opportunities in the New Energy Economy**,” featuring Congressman Jay Inslee and panelists from Boeing, Starbucks and a venture capital firm;
- May 7, over 100 people attended the Cascadia Center conference “**Jump Start to a Clean Energy Future**,” which focused on plug-in electric and hybrid vehicles;

¹ To actually reach the stabilization level would require reductions of 80% below 1990 levels by 2050 – the goal in many other states and in some federal bills, but not Washington’s goal.

- May 16, the U.S. EPA, Puget Sound Clean Air Agency, Port of Seattle, Port of Tacoma and WSDOT, sponsored “**Faster Freight – Cleaner Air Puget Sound,**” to focus on goods movement and freight mobility issues, in the context of improving efficiency and reducing the air quality impacts of the goods movement industry.

The Climate Advisory Team (CAT), created by February’s Executive Order, has created five working groups, including the Transportation Working Group², a given them short timeframes to bring a set of policy recommendations forward to the full Team. The transportation sector, estimated to account for at least 50% of greenhouse gas emissions in the State, is expected to contribute major reductions in greenhouse gas emissions. Because of Washington’s reliance on hydropower for electricity generation, the climate change impact of transportation is far more, on a percentage basis, than the national average.

Beginning this Thursday, May 24, the Transportation Working Group will be developing recommendations on state mitigation options for the full Climate Action Team. The initial catalog of state transportation options, prepared by the CAT consultant, Center for Climate Strategies, is included in your meeting materials.

The timeframe for the CAT to consider mitigation policies in all economic sectors, with each working group bringing recommendations prior to the CAT meetings, is:

- Is this a good list? (June CAT)

² Members of the Transportation Working Group:

- Genesee C. Adkins, Transportation Choices Coalition
- Dennis Antonellis, Amalgamated Transit Union (ATU), Local 1015
- Dick Ford, WA Transportation Commission
- KG Golden, Climate Solutions
- Dennis Hession, Mayor of Spokane
- Teresa Jones, Costco Wholesale
- Jay Larson, Snohomish County
- Jim Lopez, King County
- Steve Marshall, Cascadia Center
- Sue Mauermann, Port of Tacoma
- Mary McCumber, Futurewise
- Michael McGinn, Sierra Club
- Dennis McLerran, Puget Sound Clean Air Agency
- Dave Moore, Boeing
- Sister Sharon Park, Washington State Catholic Conference
- Larry Paulson, Port of Vancouver
- Megan White, WA Department of Transportation

- What's really important on this list? (August CAT)
- What on this list really makes sense? (October CAT)
- What recommendations are in the Final Report? (December CAT)